

SELFRIDGE FIELD, BUILDING NO. 180
(Locomotive Shelter and Repair Shop)
Railroad Ave. at Walnut St.
Mt. Clemens vicinity
Macomb County
Michigan

HAER No. MI-116-Z

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD

National Park Service
Department of the Interior
Great Lakes Systems Office
1709 Jackson Street

Omaha, NE 68102-2571

HISTORIC AMERICAN ENGINEERING RECORD

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SELFRIDGE FIELD, HAER No. MI-116-Z
BUILDING #180 (LOCOMOTIVE SHELTER AND REPAIR SHOP)

Location: Railroad Avenue at Walnut Street
Selfridge Air National Guard Base
Mt. Clemens vicinity, Macomb County, Michigan
U.S.G.S. Mount Clemens East Quadrangle, Universal Transverse
Mercator Coordinates: 17.350670.4718940

Significance: This building represents the functional, standardized plan structures erected on base as Selfridge expanded to address its Cold War training mission, and is one of the few examples of its type in Michigan.

Description: It is a single story, rectangular plan building, 26 feet by 64 feet and 21 feet 3" high. It rests on concrete footings and is shielded by a shallow-pitch gabled roof covered in built up roofing. Concrete block curtain walls buttressed by control joints terminate at a metal fascia. The facade (west) elevation presents two large plywood doors. Behind these doors are the original doors to the structure, consisting of two suspended fifteen-foot-tall and six-foot-wide wood folding doors constructed of heavy rails and stiles with three vertical wood panels whose upper portions are pierced by two wire glazed windows. Metal flashing joins the concrete block walls to the five ply built up roofing. The side (north and south) elevations are nearly identical, each comprised of five bays defined by symmetrically positioned steel sash windows with concrete lintels and sills, although the south elevation also displays a single lighted steel pedestrian entry door near the southwest corner, a void lacking on the north elevation. The east (rear) elevation is comprised solely of concrete block and lacks fenestration of any kind. The roof is broken by five metal vents.

Steel joists and bridging struts support the roof above an expansive work area comprising the interior. The interior originally was occupied by rails and ties that permitted entry of railroad equipment for servicing. A large rail bumper was located at the east end of the rails in the building. Longitudinal service pits, paralleling each side of the railroad tracks and lighted by recessed fixtures, permitted access to the equipment. The work pits were separated from the tracks by pipe posts linking suspended chains.

This building retains most of its exterior integrity including the original paneled doors. Its internal layout most directly related to

Selfridge Field
Building #180 (Locomotive
Shelter and Repair Shop)
HAER No. MI-116-Z
Page 2

its function of servicing railroad stock has been completely renovated. The tracks have been removed and the service pits have been filled in to create level storage space.

History: This building was erected in 1953 from plans by architect Norman Krecke, of Detroit, for the Detroit District Corps of Engineers. Today it is used as a storage/workshop facility.

Sources: Anonymous, Brief History of Selfridge Air Force Base, 1917-1960, unpublished ms., Air Force Historical Research Agency, Maxwell Air Force Base, Alabama, 1960.

Nigro, Louis, Selfridge Air National Guard Base, An Unofficial History, unpublished ms., Public Information Office, Selfridge ANG Base, Michigan, 1977.

Copy of construction drawing, dated January 23, 1953, Norman Krecke Architect, Detroit, in possession of Selfridge Base Museum, Mt. Clemens, Michigan. FLOOR PLAN, SHEET 2 OF 6, DRAWING NO. 39-08-01; SF5/289.

Copy of construction drawing, dated January 23, 1953, Norman Krecke Architect, Detroit, in possession of Selfridge Base Museum, Mt. Clemens, Michigan. EAST, WEST ELEVATIONS AND SECTION, DRAWING NO. 39-08-01; SF5/290.

Interview, Colonel Robert Stone (Ret.), Curator, Selfridge Base Museum, October 13, 1995.

Interview, Eric Reeve, Selfridge Environmental Management, October 12, 1995.

Historian: William E. Rutter
Midwest Environmental Consultants, Inc.
May, 1996